

## GREAT STORM IN THE WEST.

HIGH WINDS, RAIN, AND SNOW OVER A LARGE TERRITORY.

Chicago Cut Off Partially for Some Time—Deep Snow in Michigan—Wind Lowered Lake Ontario—Many Deaths in Ohio's Old Region Blows Down.

WASHINGTON, Nov. 26.—The storm which was central in the lower Ohio Valley last night has moved rapidly northward over the lake region, and has disappeared to the north of the St. Lawrence Valley. The gales attending the storm in the lake region were unusually severe, especially over Lakes Erie and Ontario. Heavy snow, followed by clearing weather, occurred in the States north of the Ohio River. Heavy rains prevailed to-day along the Atlantic coast and continued in New England. The weather is now clear throughout the Southern States and central valleys, and thence westward to the Rocky Mountains.

CHICAGO, Nov. 26.—A blizzard descended upon Chicago yesterday afternoon. When night came the downpour of the mixture of snow, rain, and sleet came heavier, and the wind,



WEATHER MAP, SHOWING THE PATH OF THE STORM.

The breaking off of the barometer lines at the west indicates the absence of telegraphic reports, from points beyond, of the 9 o'clock A. M. observations yesterday.

which was gusty in the afternoon, rose to a gale, the streets, the pavements, and sidewalks were flooded with sleet, the storm clouds being so low that many of the streets were impassable. Street-car traffic was seriously interfered with, trolley lines were broken with the weight of the snow, and telephone and telegraph wires were broken and crossed until half the wires in the city were useless. By midnight all communication with the outside world was entirely cut off. To-day the street railways are scarcely able to run even at short intervals, and the streets are in a worse condition than last night.

Trains are late on all the railroads. No vessel has ventured out on Lake Michigan to-day. Three large vessels are ashore off Gloucester. The vessels are lying about 600 yards off shore. They are the big wooden steamer John Emory Owen and her two consort, the schooner George and Elizabeth A. Nicholson. All are loaded with coal and bound from Buffalo to Chicago. This was intended to be their last trip up the lakes this year. Over thirty sailors were on board the three vessels when they struck. The Evanson life-saving crew rescued them.

Considerable anxiety is shown for the safety of four passenger steamers, the Jay Gould, Peerless, Travler, and City of Duluth. The City of Duluth left Chicago for Duluth last Tuesday, while the Peerless, Travler, and Jay Gould are bound from Duluth to Chicago.

Nothing has been heard of any of the boats for twenty-four hours, but the agent of the company is not apprehensive. The Peerless and Travler City arrived at Sandusky, N. Y., yesterday morning and the company's officials say that it is hardly possible that they left that port knowing that a storm was coming.

MILWAUKEE, Wis., Nov. 26.—The steamer All-American went ashore at Fox Point on Lake Michigan, about fifteen miles north of Milwaukee, early this morning. She had a load of nine men. All were saved by the local life-saving crew.

BENTON HARBOR, Mich., Nov. 26.—A blinding snow and sleet storm raged here all last night. Electric street cars were stopped, wires were blown down, and traffic suspended.

MUSKOGEE, Mich., Nov. 26.—Five inches of snow fell here in eight hours last night. Railroad trains are here to six to twelve hours late. At Muskegon, Mich., Nov. 26.—The snow is now drifting six feet deep in the main streets to-day, and country roads are completely barricaded. Already there is a slight ice in the main channel of Grand River, a record unprecedented.

PORT HURON, Mich., Nov. 26.—The wind reached a velocity of seventy miles an hour here this morning. The water in the harbor is lowered 1 1/2 feet, which has not occurred in years. Snow is nearly a foot deep.

CLEVELAND, Nov. 26.—One of the worst wind storms that Cleveland has ever known began in the very early hours of this morning, and increased in severity until about 10 o'clock when the highest velocity of wind known at the Cleveland Weather Bureau was reached. The wind was from the west at the rate of seventy-four miles an hour, and probably at a higher rate. Violent gusts were frequent, and the falling snow, and they had a tendency to tear roofs and chimneys from their fastenings.

At the northeast corner of Superior and Erie streets, a few hundred yards from the Vincent street from Music Hall, is St. John's Cathedral, the tower of which is the highest in the city. The top was fully five feet off of line, the steeple leaning toward the northeast. Telephone and telegraph wires are down all over the city.

PUR-DUN, O., Nov. 26.—The parapets of the Town Hall and the front of the museum were blown off this morning. A deck hand of the steamer Michigan was blown overboard and drowned at Fox's dock. He was blown from the dock during the night. A Toledo steamer was blown overboard in the channel between here and Middle Bass Island.

TOLLEDO, Nov. 26.—Reports from the oil fields south of this city say that damage amounting to over \$1,000 was done to oil property by the storm last night and this morning. Not a derrick is standing, and boiler houses and engine houses are being blown down. The damage to the oil fields is estimated at \$1,000,000.

HOWARD, O., Nov. 26.—A reporter drove through the oil fields this morning, and in a distance of eight miles not more than a half dozen derricks were standing. The rest were blown down.

LOUISIANA, Nov. 26.—A second accident occurred at the new St. Mary's Catholic church here during the wind storm this morning. It was at this church that the temporary floor fell during the ceremonies of laying the corner stone two months ago, and forty persons were injured. The walls had been completed and the truss put up for the roof. When the storm struck the church the north wall was blown out and the other walls were cracked with the roof falling.

DETROIT, Nov. 26.—The gale has lowered the water in the river to the extent of more than two feet, and at 11 o'clock there were but thirty feet of water over the lower part of the Detroit River. The water is the lowest on record this season. However, the river is the same conditions prevail, the channel being visible for the first time in many years all the way along.

ATLANTA, Nov. 26.—A terrible wind storm swept over this city last night, blowing the big Sandy wharfwork were moored the steam-

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Part of the Time the Barkentine Lay Down so that the Men Walked Her Weather Side—Capt. Gurney's Health Overboard and Rescued a Drowning Seaman.

Capt. James Gurney, Jr., and seven of the crew of the American barkentine Bruce Hawkins, which was abandoned 250 miles southeast of Hatteras on Nov. 14, came up to the city yesterday from Quarantine and told the story of their luckless voyage.

The barkentine, laden with 500,000 feet of Georgia pine in hold and on deck, sailed from Savannah on Nov. 8 for Boston. She ran into a northeaster on Nov. 11. It was blowing with hurricane force on the night of Nov. 12, and the Hawkins was hove to under a stormy sea.

The deck load was blown away by the wind, and the strain caused by the rolling and pitching of the ship in the pounding sea. At night some of the big planks fouled the rudder, the chains were smashed, and the Hawkins drifted into the trough. All hands sought safety on the deck.

The barkentine rolled her rails under and shipped several combers, one of which submerged all hands. When it had mingled with



THE BRUCE HAWKINS AFTER SHE RIGHTED.

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He saw Gordon struggling in the waves trying to get back to the ship. He mistook Gordon for Mate Frazer. The skipper and his crew were blown down. The barkentine was blown down. The skipper and his crew were blown down. The barkentine was blown down.

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The storm which was so severe over the lake regions yesterday was probably part of an extensive area of low pressure, which came from the west coast of Mexico. On Sunday its movement was shown on the maps of the Weather Bureau by a tongue of low pressure extending north over the lower Mississippi States to the Tennessee Valley, attended by rain, which fell as far north as Indiana and Missouri, and by snow in Iowa and Nebraska.

On Monday the storm assumed a very definite shape, with the center over the central Mississippi States. The wind increased in force, and the storm continued covered all the eastern coast of the Rocky Mountains.

Yesterday the storm center passed northeastward across the lake regions into Canada, the winds becoming very violent and showing maximum velocities varying from 64 to 74 miles an hour. The high winds extended to the middle Atlantic and New England coasts, where the velocities were from 30 to 40 miles an hour. In the Atlantic States it rained. There was a dense fog along the coast in the morning, and the temperature was exceptionally high and unreasonable temperature, while to the west of the Allegheny Mountains the temperature was from 30° to 40° lower.

A cold wave was moving toward the Atlantic coast from the north, and the temperature was from 25° to 30° in this neighborhood this morning.

Owing to the damage to the wires done by the storm, the telegraph lines were cut off. It is believed that the "blizzard" of March 12-14, 1888.

A Rise of Water Expected at Pittsburgh. PITTSBURGH, Nov. 26.—To-morrow will see great activity in river and coal circles. The Weather Bureau forecast this evening calls for a ten-foot stage of water by to-morrow evening. If this occurs more than ten million bushels of coal will be at once started for southern markets.

At Island dam seven feet one inch and rising. Three towboats ventured out this evening with light loads. Telegrams this evening from the river places report that there are seventy-two towing steamers in the harbors ready to start.

The Storm Very Severe in Canada. TORONTO, Nov. 26.—Despatches from different parts of the country report great damage to property by yesterday's gale. Buildings were blown down, and the water was blown down. The storm was very severe in Canada.

MURDER KERRIGAN'S LIFE SPARED. ALBANY, Nov. 26.—Gov. Morton to-day commuted to imprisonment for life the sentence of Thomas Kerrigan, who was to have been killed by electrocution at Sing Sing prison next week for the murder of Aaron Alexander in New York city.

The murder occurred in a saloon on Livingston street, on the evening of April 3, 1894, and was the result of a quarrel which arose over the fact that Kerrigan had been drinking. The murder was committed in the saloon of the New York Hotel.

Kerrigan is a brief memorandum says: "Kerrigan is a man of about 35 years of age, of Irish extraction, and of a violent temper. He was a member of the New York Hotel, and was a member of the New York Hotel."

More Robbers Caught in Connecticut. WINDSOR, Conn., Nov. 26.—After robbing the grocery store of Wilcox & Adams and D. W. Lewiston last night, John Malone, 10 years old, of 1,199 Third Avenue, New York city, and New York City, 18, of 187 Seventeenth Street, New York City, were captured at 2:30 o'clock this morning by policemen, while robbing the Windsor steam laundry. The policemen were while rolling the street car and light coming from the laundry building, and arrested the robbers while at work. The plunder from the three places and the names of the prisoners were bound over to the Superior Court.

Victim's Fate Foretold. All the latest news for wedding presents. The bride and groom were married at 2:30 o'clock.

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## HOLIDAY HINT.

Some one on your holiday list will be delighted with a box of our HERMOSA or ALBA VIO-LET Perfume.

overboard, and the Hawkins righted, appearing somewhat as she looks in the official Jordan's sketch. Then all hands again assembled in the top of the after house.

On the morning of the 14th the gale had decreased to merely a stiff wind. A man was sent aloft to hoist a flag on the balliards from the truck of the forecastle, and scan the horizon for smoke or sail. When he saw the Ardmore steamship standing down from the north he gave a delirious shout which was echoed by his sore and weary messmates. It was soon seen that the Ardmore was a steamer, and that the Hawkins was a barkentine.

The crew insisted on eating the rest of the biscuits, and the captain ordered that all hands should be fed. The crew was fed with the rest of the biscuits.

Capt. Davey of the Ardmore had been searching for the wreck for several hours. He surmised that some vessel had come to grief when he steamed close to a lot of drifting lumber. He traced the Hawkins by this trail for twenty-five miles. The lookout in the crew's nest found her on the lenses of his

glasses, and the Ardmore's look no time going to her. The Hawkins' boats had been destroyed, and her Captain and crew were taken off by the Ardmore. The crew was fed with the rest of the biscuits.

Mate James Frazer was 36 years old and lived in American Mass. Two sisters were dependent on him.

The Bruce Hawkins was valued at \$22,000, and was built at East Boston in 1889. Capt. Gurney had an interest in her. The British tramp steamer Hibernia II. fell the wreck on Nov. 10 and towed her into Norfolk.

Eleven people in a long boat. It is believed they are coming in from the lost ship Belle O'Brien.

KILMISH, Ireland, Nov. 26.—A long boat under sail, with eleven persons aboard, was sighted off Loop Head to-day, apparently heading for the river Shannon. The boat is believed to be from the American ship Belle O'Brien, Capt. Collier, from San Francisco for Queenstown, which was abandoned in a sinking condition a few days ago by her chief officer and a number of the crew, who landed at the entrance to the river Shannon.

The captain, his wife, and several of the crew remained on board the ship when the others left her, but it is believed that they afterward abandoned her. The long boat signalled a passing steamer off Loop Head, but no attention was paid to the signal.

A large steamer is reported off the coast and a tug has gone in search of it.

THE WEST SIDE'S HOMELY CHARM. Traces of Greenwich Village and Chelsea Linger in Eighth Avenue.

There is a sort of homely charm, even in November, about the west side of the city. The first mile and a half of its course. Most of the west side avenues still retain a bit of the old-fashioned simplicity that belongs to the regions once known as Greenwich Village and Chelsea. This simple charm of the west side has been almost utterly lost to the east side, and the city is now a city of the first mile and a half of its course.

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## THE SULTAN AND THE SHIPS.

WILL HE ADMIT MORE DESPATCH BOATS TO THE BOSPORUS?

The Ambassadors at Constantinople Urge Their Governments to Insist Upon It—Germany's Ambassador Requests the Other Powers—Germ. Minister and the Armenians.

VIENNA, Nov. 26.—Advices received here from Constantinople say that the foreign Ambassadors to Turkey have sent identical despatches to their respective Governments urging them to insist upon the admission of despatch boats to the Bosporus, in the interest of the demands of the powers for permits allowing the entrance of a second despatch boat each into the Bosporus.

The suggestion that Germany is encouraging the Sultan to resist the demands of the powers is denied in a semi-official manner here. The German Ambassador in Constantinople is one of the firmest supporters of the powers, and it is contended, if Germany does not ask Turkey for the admission of another despatch boat to the Bosporus it is mainly to prove to the Sultan that Germany is disinterested, rendering the Sultan's position more favorable.

BENTON, Nov. 26.—The North German Gazette publishes an official authorized denial of the reports which have been in circulation that the Emperor is not in sympathy with demonstrations of the fleets of the powers in Turkish waters.